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Hongkong, 25th October, 1901. [a40]

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In Packets of 10, 100, etc. Boxes of 500, \$4.50

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Best Brands. In Air-Tight Tins.

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LEATHER TRUNKS, BRIEF BAGS, DRESS SUIT CASES, &c.

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A HOUSE or BUNGALOW, Five or Six

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Care of Daily Press Office.

Hongkong, 25th October, 1901. [a272]

WANTED.

SMART EUROPEAN BOY for an Office,

one just leaving School preferred.

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"CLERK,"

Care of Daily Press Office.

Hongkong, 25th October, 1901. [a2719]

WANTED.

A PORTUGUESE CLERK for Bangkok;

one with knowledge of Shorthand and

Typewriting preferred.

Apply, stating Salary, to—

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Care of Office of this Paper.

Hongkong, 19th October, 1901. [a2668]

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BY Energetic Young Man as GENERAL

OFFICE ASSISTANT, or Assistant at

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Good Testimonials from previous Employers.

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Care of Daily Press Office.

Hongkong, 25th October, 1901. [a2620]

WANTED.

A N AGENT to represent a large English

and Australian Firm, for the sale of

Butter (Tinned), Cheese, Tinned Meats, Con-

centrated Milk, Jams, and other Australian

produce. None put persons or firms having a

first class connection dealt with. Apply stating

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PRODUCE,

Care of Reuter's Telegram Co., Ltd.,

Melbourne, Australia. [a2635]

NEW GOODS.

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COBAQUES.

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JEEJEEBHOY & CO. [a2673]

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HAVE YOU A PENSION

To look forward to?

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STANDARD LIFE ASSURANCE

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CONFECTIONERY

COMPRISING SELECTIONS OF THE

PUREST AND BEST DESCRIPTION.

FROM THE SIMPLEST QUALITY TO

THAT OF THE FINEST AND MOST

RECHERCHE CHARACTER. IM-

PORTED FROM THE LEADING

LONDON AND PARISIAN

MANUFACTURERS.

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

QUEEN'S ROAD CENTRAL.

BIRTH.

On the 20th October, at 8, Szechuen Road, Shanghai, the wife of A. Gress, of a son.

MARRIAGE.

On the 14th October, at the Church of the Assumption, Peking, by the Rev. Father Moravice, Theodore Oswald Woodford, of Messrs. Sandilands, Buttery & Co., to Vera Isabel, the third daughter of John and Margaret Newton, of Manchester, England.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 26th October, 1901.

To confess that we know absolutely nothing about what is going on in Peking at the present time may be imputed to us for righteousness. It may, nevertheless, be accepted as a fact that Prince Chun is on his way back from Europe without having accomplished the programme of visits and sight-seeing laid out for him. We are told that his return at an earlier period than originally intended has been brought about by special instructions from Peking; and as the only apparently new event in the situation is the return of the Court, which at last seems in a fair state of being accomplished, we are led to surmise that the return of the young prince is in some manner connected with the new arrangements likely to be made. If, however, we are ignorant of what is actually going on, we may as well acknowledge that our ignorance of the intrigues being carried on behind backs in the most intriguing of all countries and of all courts is still more profound. There are of course people who know the innermost secrets of the Dowager Tsai Hsi; who can tell us who were her father and mother, and can answer for her sisters, and her cousins, and her aunts. Of course—officially—Her Majesty is the daughter of Hsien-cheng, sometime Taotai at Wuhu, but our earliest gossip about her was when she ran about as a servant, buying petty household necessities in the streets of Peking. Such of course is the way of all Asiatic kingdoms, and it does not do to make too many enquiries as to the antecedents of the fair ones whom the monarch delights to honour. It is easy to find a father in China, and JAPHET had been a denizen of the Empire, would have had little opportunity for adventure in the search. Any way there seems some ground for the belief that Her High Amiableness NALASHI is not so pleased as she might be with the choice she made of young Pu Chun as the Emperor. Pu Chun has not been a

good boy, and worst of all he has not felt impressed with awe of Her High Amiableness, of whose antecedents he probably knows too much to induce reverential respect. But NALASHI made one great mistake, and like all other bungles it has arisen as a bugbear in her path. With perfectly needless insult to the present Emperor, she had Pu Chun declared as successor to her son TUNG CHU, altogether ignoring in her temporary rage the actual Emperor on the throne; now, however, that events have declared themselves against her hasty choice, she is thrown back on her wits, and finds the difficulties of the situation gathering round her thick and fast. The Fifth Prince, TUN SHI WANG, being in open rebellion, has effectually placed himself outside the succession, and the only eligible branches are the families of the Sixth and Seventh Princes—Prince KUO and Prince CHUN respectively. Both of these the Dowager Tsai Hsi has succeeded by her maladdress in alienating. On the decease of TUNG CHU, the son of the first, the senior, was passed over, and the heir of the latter, who she hoped would prove more subservient to her ends, was selected. Unfortunately the present occupant of the Throne remains without issue, nor is there any hope that any will arrive, and as the Dowager took upon herself to appoint a successor, unless that appointment be regularly cancelled, the succession is sure to be disputed between the various legitimate claimants. Altogether there is in the succession enough to excite serious apprehension amongst the various members of the Imperial Clan. In the ordinary course of events, had not the Dowager, then no longer legitimate Regent, interfered, the succession would have been arranged for by the Emperor himself adopting a son and heir to succeed to the Empire, and continue the Imperial sacrifices; and according to almost universal custom, such adopted heir would have been a son of his brother, the Prince of CHUN. The Prince has not yet been blessed with an heir, to the best of our belief, but as he is in good health, and has not been forced like his brother into vicious habits, there is no reason for apprehension. The Prince himself cannot without such a breach of custom as would practically amount to sacrilege succeed, but the difficulty here is the deliberate act of the Dowager, in having thrown discredit on her own choice in the person of the Emperor. It is therefore not at all improbable that a family council will force itself, even on the Dowager Tsai Hsi, as a necessity of the moment in order to extricate herself from the impasse into which she has by her acts run herself; and with this too may be connected the seeming state of uncertainty as to the movements of the Court. That the Emperor should be desirous of returning to Peking there is little doubt, as it is in consonance with all his previous actions, but that the Dowager, who has inflicted such wrongs on his house, and humiliated the Throne, not only in the eyes of foreigners but of its own subjects, should be desirous of avoiding a spot where every stone is eloquent of failure, is no less in consonance with all we know of her character. The Dowager to whose misdirected zeal the present abasement of her country is due is this year sixty-six. She has proved herself physically a strong woman, and in the nature of events will probably live for many years more. She is unfortunately just at that age when ambition, in the absence of other passions, is apt to grip tightest its victim, and having once tasted power she has shown herself loth to relinquish it. The immediate result of all this is that the Empress has made up her mind to stop at Kaifeng, a spot where we may very well leave her. If this were the only result of the contest we might rest fairly satisfied, but unfortunately the end is not yet. The Imperial family has fallen to such low condition that there is not a single individual of sufficiently strong intellect to assert himself, even in the Dowager's humiliation, and it remains still doubtful whether the Emperor will dare to go on to Peking or be content to resume insignificance in Tsai Hsi's palace, as a well trained sleeve dog. At best Kaifeng is but a poor place for a capital. It has neither road nor water communication, the plain in which it is situated, once fertile, has by centuries of misgovernment been reduced to little better than a desert; the trees that once preserved the surface have been extirpated, the Yellow River is a continual source of terror, and the winds of spring clothe the district, often for days and weeks, in impenetrable storms of dust—the waste of the cultivable soil. Were the Court of China different in its ways, its presence and the amount of money diverted to the neighbourhood might be some little benefit to the inhabitants. The Court of China is not, however, of that nature; wherever it fixes itself it eats like a canker into the soil; its residence at HSIAN has proved the final ruin of that city, and its stay in Kaifeng is not likely to prove more beneficial. Kaifeng's defence is its utter poverty—it could not be poorer than it is—but this is a poor look-out for the future of China. With Kaifeng as capital all the present abuses will be perpetuated.

Should the Capital be fixed, in spite of the Dowager, at Peking, Kaifeng will none the less prove a sink of corruption that for years to come will seriously hamper the embarrassed finances of the entire Empire. Still the home coming of Prince CHUN, should that young man prove of sounder metal than his brother or cousins, may affect for good the present almost hopeless situation. This is the most sanguine view to be taken of the reasons that have determined his sudden return.

H.M.S. *Argonaut* is still in dock at Hungtom undergoing extensive overhauling.

His Honour Acting Chief Justice Wise yesterday dismissed the motion by the Hon. H. E. Pollock, K.C., Acting Attorney-General, for the discharge of the writ by the Standard Oil Company of New York against the owners of the American sailing ship *Helen A. Wyman*.

Mr. Henri Gilbert, the French traveller who is at present in Hongkong on his way round the world on foot, finds that he cannot, as he had originally intended, go across country from Canton owing to the unsettled state of the district. He will go by steamer to Shanghai, and thence to Japan and Siberia.

A Tientsin letter reports the return of Na Tung, special Ambassador to Japan, and staff to Tongku in the China Merchants' steamer *Jhaiyong* on the 11th inst. and his landing the next day to take train from Tongku to Peking via Tientsin. It is further reported that Na Tung intends to hasten to Kaifeng to meet the Court on its arrival at that city from Hsian.

By kind permission of Lt.-Col. Baillie and Officers, the band of the 22nd Bombay Infantry will play at the Hongkong Hotel, this evening from 8 to 9.30 o'clock. Programme:—
March "E duenna where's he" Newton
Valse "Silver Chimes" Cooke
Selection "Tip Van Winkle" Elanquette
Bourree "The Boston Belle" Goldrey
Song "By the Fountain" Adams
Selection "Cox and Box" Sullivan
"God Save the King."

The *Universal Gazette* is responsible for the statement that the powers are so pleased with the recent proofs of the sincere desire of the Court to inaugurate reforms that they are much inclined to drop forever the further punishment of officials for participation in the Boxer uprising, although the Treaty provides for punishment of others as occasion of discovery of guilt arises. This clause will fall into abeyance and all officials may now breathe freely. The graciousness of the powers in this matter is due to a desire not to throw any obstacles in the path of reform. The statement is not confirmed.

According to a telegram received in Tokyo from Mr. Takahiro, the Japanese Minister at Washington, regarding the illness of Marquis Ito, the report is entirely unfounded. The origin of the report is as follows. A rumor being circulated among financial circles in America to the effect that Marquis Ito had a commission from the Government to place on the market in America Government bonds to the amount of \$25,000,000, many visitors crowded to his hotel with the view of making offers to undertake the transaction. Marquis Ito was so worried by these visitors that he at last refused to see any more on the excuse of illness. It was in this way that the report arose.

On the 19th inst. at Shanghai the team which is going to represent Shanghai here during the Cricket Week played the next XVI of Shanghai. The game was an uninteresting affair, the XVI going in first and making 76 only, while the Hongkong team made 50 for 3 wickets (K. J. McEwen 20, Capt. Rose 10, W. H. Weipert 2, T. Wallace 14 not out, W. J. Turnbull 1 not out). Mann and Potter each took 5 wickets against the XVI, the former for 11 and the latter for 29 runs, while Stanton took 4 for 21. The *N.C. Daily News* report says:—The batting was not by any means brilliant. It is now too late in the season for match cricket to be taken seriously, and it is hoped that our Hongkong representatives will make the most of net practice.

A Peking telegram, dated October 16th, to the *Asahi* says:—The gist of the new Russo-Chinese treaty about Manchuria is reported to be that Russia will control all work on railways and mines in Manchuria and drill the Chinese soldiers stationed in the district. Russia will withdraw one half of the Russian troops in Manchuria within two years of the date of the treaty, when order has been completely restored and the remainder of the troops will be withdrawn within three years. The railway between Shian-hai-kuan and Inkow will be restored on China undertaking that no British troops shall be transported by the railway. There are only four articles in the treaty, which is remarkable for its simple appearance, but it is said to be very cleverly drafted and to cover every necessary point.

The *Kobe Chronicle* comments on our statement that some sort of supervision should be placed over the production of the locally made "safety" matches, and says:—"Can it be the matches are made in Japan? We remember that when some years ago the Editor of the *Chronicle*, in an article in the *Nineteenth Century*, referred to the bad quality of the matches exported as examples of the evil done to Japan's commercial reputation, the *Daily Press* thought the complaint was exaggerated, though, as it happened, it was based on a Japanese Consular report. We may point out that the 'locally made matches' are Hongkong products. We have heard several other complaints recently as to the quality of these 'safety' matches, and it is certainly high time that the Government supervised these in the same way as other dangerous goods."

H.M.S. *Albion* was the only warship at Amoy on the 31st inst.

The total subscribed to Lady Curzon's Victoria Memorial Scholarship Fund in India now amounts to over five lakhs of rupees.

It is again proposed to raise a Volunteer cyclist section in Singapore, consisting of ten men, under a non-commissioned officer.

Last Saturday's *Echo de Chine* gives as latest news that M. Faure will not be called to succeed M. Doumer as Governor-General of French Indo-China.

The Hon. Treasurer of the Alice Memorial and Netherese Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Yeung Lan Ki, \$20.

The Governor-General of Indo-China has announced his intention of instituting near Hanoi, on the 1st January next, a native school of medicine, in connection with which will be a native hospital.

In view of the appointment by the United States Government of special experts to conduct the new Chinese tariff negotiations, the American Association at Shanghai has appointed a sub-committee consisting of Messrs. Ball, J. S. Fearon, R. H. Hunt, Quackenbush, and Seaman, to collect statistics and other information for the use of the commissioners.

At the instance of the Executive Committee of the Max Müller Memorial Fund a Sub-Committee consisting of the Hon. C. W. Bolton, Mr. Justice Gaudes Banerjee, Mr. A. Pedler, Mr. K. G. Gupta, Major A. Alcock, Mr. C. R. Wilson, Haraprasad Shastri and Mr. T. Black, as Secretary, has been formed by the Council of the Asiatic Society of Bengal for the purpose of collecting subscriptions in India and Burma.

The Japanese paper *Asahi* says that the Viceroy of Szechuen had wired to the Peace Envoys that a British syndicate has commenced work at a coal mine in the province in co-operation with a French syndicate, and the natives are terribly agitated in consequence. As the situation is fast becoming grave, the Viceroy has applied for the assistance of the Peace Envoys in keeping order. Prince Ching and Li Hung-chang are considering what measures to take.

L'Echo de Chine vigorously supports the proposal to found a French Association on the lines of the China Association, but it suggests that the French Minister at Peking should be honorary president, the French Consul-General at Shanghai president, and the president of the French Municipal Council at the same port vice-president. It fortifies its suggestion by the mistaken statement that the British Consul-General presides at the general meetings of the China Association.

Concerning Mr. Pennell, the eccentric Indian Civilian who was lately dismissed the service by the Government, a Rangoon correspondent writes to a contemporary:—"The Government of India have, I see, been reviewing Mr. Pennell's record in Burma. It makes poor reading. Mr. Pennell has his points, though it must be admitted he did his best to hide them. When Deputy Commissioner of Maubin (a deadly place in the Delta where the mosquitoes stand almost pole-height) he did more than any other man has ever done to clear the place of the corruption then and always rampant there. He ended his service here by putting to sea in his launch with the treasury keys aboard, and his whereabouts was unknown for days. He aged the Chief Commissioners considerably and was almost the death of the Accountant-General."

A disturbance between the Japanese and Union fishermen occurred at Vancouver on the 24th ult. It appears the Japanese obtained permission to erect an arch in the city in honour of the visit of the Duke of Cornwall and York. Threats to burn the arch and attempts to destroy it were made by Union fishermen, who fought against the Japanese working in the salmon-fisheries all through the summer. The feeling of the working-men is said to be very bitter, and when the Japanese started work on the arch the other day, right in the centre of the city, criticism of allowing such action was very pointed, and the police had to be called out to protect the Japanese. The Japanese are providing over \$1,000 of their own funds for the building of the arch, and they claim the right to build it by their own labour. How many racial morals would be drawn if such events, *mutatis mutandis*, occurred in Japan, justly comments the *Kobe Chronicle*.

The *N.C. Daily News* of the 21st inst. says:—"Nobody can accuse the P. & O. as *Cornwall* of being a commonplace vessel, and she showed her remarkable individuality again when she came up to the buoy opposite the Club from the Hongkong Wharf early on Saturday morning. With the *Gutaluf* made fast to her stern and the *Roche* ahead, she came along slowly but with becoming dignity until she was passing the Pootung Point. Then she made up her mind that she would come on the Shanghai side of the mon-of-war. The *Gutaluf* went full speed astern and the *Roche* tugged her head towards Pootung in the endeavour to keep her straight, but they might as well have been a couple of sampans, and she made a direct line for the stern of the *Waterwitch*. Two anchors were dropped, the tugs worked their hardest to straighten her, but instead of paying any attention to them she turned slowly round against the ebb tide with the apparent intention of going into the P. & O. Co.'s office. A signal was sent up for another tug, which came to the assistance of the *Roche*, and at last the wild old boat had her anchors raised and consented to be towed up to the buoy, having had an hour's amusement with, as far as could be heard, no evil consequences to anybody."

H.M.S. *Dido* arrived yesterday morning from Yokohama.

Mr. A. G. Lyssakovsky, the new Secretary and Acting Consul at the Russian Legation, Siam, in place of Mr. A. Bohoff, is expected shortly at Bangkok from Japan.

Hawaii has never done much in the way of statues, or permanent memorials of great men, the heroic figure of Kamehameha and the monument to Captain Cook (the latter built by the British) being the only ones we can recall, says a Honolulu paper. It is singular, considering the wealth of the Royalist element here, that the modern Hawaiian kings, notably Kalakaua, were never represented by appropriate public sculptures. It is now proposed to erect a statue to McKinley, a task which, we hope, may reach fulfilment.

New ricksha regulations have just been published at Bangkok. Some points in them are worthy of notice. Every ricksha plying for hire must be registered. The registration paper will be issued only if the vehicle is in good condition and clean, and otherwise suitable. The permit to ply for hire will be withdrawn at any time if the ricksha is not kept in a proper condition. The paller has to be suitably dressed and must have the number of his ricksha on his dress. No ricksha may carry more than two adults; no ricksha may carry anything that is dirty or offensive; it is further prohibited to carry a corpse or live pigs, sheep or goats.

The *Washington Star* says:—"The fact that our language is spreading over the world at an amazing rate emphasises regret for its numerous defects and increases the desire for needed reforms. One of the worst defects is that we have many words which, while differing in orthography and meaning, are alike in sound. For examples, 'rowed,' 'rode,' 'road,' 'write,' 'rite,' 'right,' 'wright.' Is it not surprising that foreigners sometimes acquire a pretty good knowledge of English?" The *Star* does not take into account the extra confusion which would be entailed for instance by spelling four different words "rite." This is the weakness of phonetic reformers.

A Washington dispatch, dated September 26th, says:—"In reply to an enquiry from the Collector of Customs at San Francisco, Acting Secretary Spaulding has held that drawbacks cannot be allowed on goods shipped to the Philippines. He invites the attention of the Collector to the department's decision of August 7th, 1901, wherein it is held that merchandise cannot be exported to the island of Guam with benefit of drawback, inasmuch as that island is within the jurisdiction of the United States. He says for the reasons set forth therein no drawback can be allowed on shipments to the Philippines. In order to be entitled to drawbacks the shipments must be made to countries without the jurisdiction of the United States."

The Commander of the Japanese torpedo-destroyer *Murakumo*, which was sent to the scene of the *Tsuruhiko Maru* wreck, states that the vessel is understood to have struck a rock and gone down almost immediately. On searching at Ojima and Mojima islands some railway sleepers and wreckage were discovered, but nothing to establish the exact locality of the wreck. Only one of the crew was saved, and there is no hope of salvage operations. The steamer was insured for 144,000 yen the cost 131,000 yen, and it is understood that 60,000 yen were expended on repairs. It is thus estimated that the owners will lose 50,000 yen. The vessel was under contract with the Formosan Government to reach Keelung on or before the 10th inst., and this explains why she left Moji in spite of the storm warning issued by the Japanese Central Meteorological Station on the 5th.

The *San Francisco Chronicle* of the 27th ult. says:—"The right of two alleged Chinese students to be admitted to the country has been challenged by the resident inspector of immigration, and they are now detained until the Government decides what shall be done with them. These Chinese came here in the *Doric* in charge of a returning American missionary. It is claimed that they intend entering Oberlin College, to take a regular course in that institution. They are provided with passports which contain irregularities that warranted the immigration inspector in refusing to admit them. Too much care cannot be taken in the supervision of the credentials of so-called students and merchants from China who seek the privilege of admission under the provisions of the treaty and the exclusion law. This privilege has been grossly abused in the past. Numberless so-called students have entered the country who have not since bothered about acquiring an education in any of our institutions of learning. The line has been drawn tight on both classes. It should not be relaxed. We cannot afford to reopen this or any other loophole for the perpetration of more frauds of this order. If an inch is given to the Chinese they will take an ell. That is what we have learned from past experience. We must profit by it, and give no chance for the offence to be repeated. The only way to make exclusion effective is to exclude."

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrived at Kobe on the 23rd inst., at 1.30 p.m., and left again at midnight, same day, for Nagasaki, and is due to arrive at Shanghai to-day, at 10 p.m. The P.M. steamer *Pera*, with mails, &c., from San Francisco to the 5th inst., via Honolulu, has arrived at Yokohama, and will leave for this port this morning, via Inland Sea, Kobe, Nagasaki and Shanghai.

The steamer *Groenland*, from New York, left Singapore on the 12th inst. for Manila, and is expected to leave that port for Hongkong on the 31st inst.

The P. & O. steamer *Borace* left Singapore for that port on the 25th inst., at 8 a.m.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 24th October, 10.25 p.m.

PRO-RUSSIAN REACTIONARIES

BUSY.

Yung Lu has sent a secret despatch to Li Hung-chang, in which he states that the Empress Dowager strongly desires that China should fraternise with Russia, who promises to prevent foreign aggression and to protect her at Peking.

YUNG LU V. THE LOYAL VICEROYS.

Li Hung-chang, the despatch continues, must promptly conclude the Manchurian treaty, relying on Yung Lu's support against the Southern Viceroys.

THE WAR IN SOUTH AFRICA.

LONDON, 24th October, 8 p.m.

LOST BRITISH GUNS REGAINED.

General Campbell's column has recovered the three guns lost by Major Gough, near Slagapies.

[These guns were lost about the middle of September, south of Utrecht (S.E. Transvaal), the Boers under Botha entrapping three companies of mounted infantry under Major Gough, killing two officers and fourteen men, wounding five officers and twenty-five men, and capturing five officers, one hundred and fifty men, and the three guns. Major Gough himself escaped.]

GENERAL NEWS.

LONDON, 24th October, 8 p.m.

MONEY MARKETS.

Consols stand at 92.5s. Weekly advances on the loan market range between 1½ and 2 per cent. Japanese New Loans are 276.10s. Bank rate is unchanged.

REUTER'S SERVICE.

LONDON, 23rd October.

GENERAL BULLER'S DISGRACE.

With the exception of the *Daily News*, all the newspapers consider the decision in regard to General Buller as unavoidable, there being no alternative without ruining discipline in the Army. They express personal sympathy with the General in his position, but deplore the inglorious close to an honourable career.

LONDON, 23rd October.

LORD SALISBURY'S RETURN.

Lord Salisbury has returned home from the Continent.

THE RE-OPENING OF PARLIAMENT.

King Edward will open Parliament in state between the 23rd and 28th January next.

THE DEATH OF MR. E. ROBINSON.

REFERENCE IN THE SUPREME COURT.

In the Supreme Court yesterday morning the Hon. H. E. Pollock, K.C., Acting Attorney-General, before proceeding with the business of the Court, addressed His Honour A. G. Wise on the subject of the death of Mr. E. Robinson as follows:—"My Lord, before the business of the day is proceeded with I desire, as the head of the local bar, to express our sense of the deep loss we have sustained in the sudden death of Mr. Edward Robinson. The deceased gentleman practised for nearly fourteen years as a barrister in this Colony, and during that period was distinguished for the great care and painstaking industry which he devoted to the cases in which he was engaged. I think it would be difficult to find his equal in the conscientious devotion which he bestowed upon the interests of his clients, and those who met him in Court found him at all times a most courteous and chivalrous opponent. Our deep sympathy is extended to his sorrowing widow and family in their sudden bereavement."

In reply, His Lordship said:—"Mr. Attorney, on behalf of the Bench, although my learned brother is unavoidably absent in another Court, I beg to express entirely in the remarks you have made in reference to this, the second loss which the local bar has sustained within the last two months. I also wish to join with you in the expression of our sympathy with the widow and family."

Then Justice White passed out

RMS \$10 per Month.
(Two LESSONS PER WEEK).
Care of ROBINSON PIANO CO.
ngkong; 22nd April, 1901. [2688—1

NEW ADVERTISEMENTS.

NOTICE FROM SHANGHAI.

PRIME ROAST BEEF GAME, BRAUNS, PORK AND GAME PIEG. can be obtained from the undersigned during the cold weather. Orders will meet with prompt and careful attention.

HOPKINS' BUTCHERY,
Corner of Ningpo and Szechuen Roads,
SHANGHAI.
Shanghai, 21st October, 1901. [2727]

NOTICE.

THE ESTATE OF EDWARD ROBINSON, DECEASED, OF HONGKONG, BARRISTER-AT-LAW.

ALL CLAIMS should be sent to
DENNIS & BOWLEY,
Solicitors.
Hongkong, 25th October, 1901. [2729]

CITY HALL: CITY HALL.

NOVEMBER 2ND.

GRAND PUGILISTIC CONTEST

FOR THE
MIDDLE-WEIGHT CHAMPIONSHIP
OF THE FAR EAST.

BETWEEN
SAM BENTLEY & THOMAS PHILLIPS.

To be preceded by a
SIX ROUND HEAVY-WEIGHT CONTEST

BETWEEN
Private DEEGAN, R.W.F., and
Gunner LENNARD, R.N.

Followed by the
TWO LIGHT-WEIGHTS:

A. MONK, R.W.F.
and
A. SANFORD, R.W.F.

CITY HALL, NOVEMBER 2ND.

Prices ... \$3, \$2 & \$1.

Commencing punctually at 9 P.M.

Hongkong, 25th October, 1901. [2728]

IN THE MATTER OF ORDINANCE

No. 2 of 1892

AND
IN THE MATTER OF THE PETITION

OF **CASSIUS MONTEZUMA RICHMOND** of New York in the

City County and State of New York in the

United States of America for the

exclusive use within the Colony of Hongkong

of an Invention for "Improvement in

the use of papers for Cigarettes and the like"

for which Her Majesty's Letters Patent were on the 28th

day of April, 1899, granted to the said

CASSIUS MONTEZUMA RICHMOND.

NOTICE IS HEREBY GIVEN that the

Petition, Specification and Declaration

required by the above cited Ordinance have

been duly filed in the Office of the Colonial

Secretary of Hongkong and that it is the

intention of the said **CASSIUS MONTEZUMA**

RICHMOND, by Messrs. DEACON & HASTINGS

his duly authorized Agents and

Attorneys, to apply at the sitting of the

Executive Council hereinafter mentioned for

Letters Patent for the exclusive use within

the said Colony of Hongkong of the above

named Invention;

AND **NOTICE IS HEREBY ALSO** GIVEN

that a sitting of the Executive Council,

before whom the matter of the said

Petition will come for decision, will be held in

the Council Chamber at the Government

Office, Victoria, Hongkong, on **TUESDAY,**

the 15th **NOVEMBER, 1901**, at 11 A.M.

Dated this 25th day of October, 1901.

DEACON & HASTINGS,

10, Queen's Road Central.

The Agents & Solicitors for the said

CASSIUS MONTEZUMA RICHMOND. [2730]

THE HONGKONG WEEKLY PRESS is

now ready and contains—

More Russian Renunciation Stories.

Russia and Asia.

Registration of Chinese Partnerships.

Australia and Japan.

French Colonies and the Yunnan Railway.

The Crisis: Telegrams.

Hongkong Legislative Council.

Cochrane Street House Collapse.

Government Appointment for Hon. H. E. Pollock.

The Volunteer Camp at Stonecutters' Island.

The Philippine Weather Bureau.

Swatow.

Vladivostok Notes.

China's.

Northern Notes.

The Chinese Eastern Railway.

Correspondence.

William Powell Limited.

China Trade Insurance Co., Ltd.

Supreme Court.

Cricket.

Hongkong Association Football Club.

German Trade in 1900.

German Consulates in China.

Hongkong.

Miscellaneous.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, \$2.

Extra copies 30 cents each (cash).

Copies can be posted from the Office to addresses sent; including postage, 34 cents each, or \$1 for three copies (cash).

Hongkong, 25th October, 1901.

SHORTHAND AND TYPEWRITING.

LESSONS can be had in the above Subjects at a Moderate Charge.

For further particulars, apply to—

GHAS J. JUDAH,

Care of Daily Press Office.

Hongkong, 24th October, 1901. [2707]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W.

J. W. KEW,

Manager.

20, Des Voeux Road.

Hongkong, 18th December, 1900.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator, to Sell by Public Auction, for account of the late Captain A. W. R. and Mrs. COBBAN (Deceased), TO-DAY (SATURDAY), the 26th OCTOBER, at 1 P.M. (instead of 2.30 P.M.), at No. 11, KNUISFORD TERRACE, Kowloon, **SUNDRY VALUABLE HOUSEHOLD FURNITURE,**

Comprising:—
DOUBLE and SINGLE IRON BED-STEADS with WIRE MATTRESSES, TEAKWOOD HATSTAND with BEVELED GLASS, MARBLE-TOP WASH-STANDS, TOILET SEAT, TEAKWOOD WARDROBES with BEVELED GLASS, CHEST OF DRAWERS, TEAKWOOD SIDEBOARD with BEVELED GLASS, BLACKWOOD DESK, ELECTRO-WARE, DINNER SERVICE, BRUSSELS CARPET, BOOKCASE, TEAKWOOD EXTENSION DINING TABLE, CARVED DINING-ROOM CHAIRS, VASES, PICTURES, KITCHEN REQUISITES, &c., &c.;

Also
2 COTTAGE PIANOS (one by Witten and Witten, and one by Chappell & Co., London),
1 Pair BINOCULARS, One SEXTANT, and One TRICYCLE.

And
A Fine Lot of PALMS, POTS and PLANTS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 24th October, 1901. [2709]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (SATURDAY), the 26th OCTOBER, 1901, at 2.30 P.M., at his Sales Rooms, QUEEN'S ROAD, **GENTLEMEN'S SUIT LENGTHS, SHIRTS, WOOLLEN SINGLETS, HATS, BOOTS and SHOES;**

LADIES' DRESS MATERIALS, CHILDREN'S WOOLLEN DRESSES, BOOTS, HATS and HATS,

GLOVES, SOCKS, STOCKINGS and BLANKETS;

Also
A SMALL ASSORTMENT OF CHINESE IMPERIAL SILK OF DIFFERENT COLOURS;

&c., &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 25th October, 1901. [2742]

VALUABLE LEASEHOLD

OF

PROPERTIES

at the Peak, Victoria, Hongkong, registered in the Land Office as Bural Building—

Lots Nos. 15 and 104,

on

MONDAY, 28th OCTOBER, 1901,

at

3 O'CLOCK P.M.,

By **MR. H. N. MODY,** at his Office.

Known as **STOKES' BUNGALOWS, EAST and WEST.**

Plans, Particulars and Conditions of Sale may be seen at the Office of

Messrs. **DEACON & HASTINGS,**

10, Queen's Road Central,

or of the Auctioneer,

HONGKONG, 17th October, 1901. [2650]

E. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

on

TUESDAY, the 29th and 30th OCTOBER, 1901, at 10 A.M.,

at **H.M. NAVAL YARD,**

SUNDAY NAVY AND VICTUALLING

OBsolete and CONDEMNED

STORES.

Comprising:—

OLD IRON, PAPER STUFF, BAGS, CANVAS, CLOTHING, IMPLEMENTS, &c., &c.

The **VICTUALLING STORES** will be sold on **TUESDAY, 29th,** and the **NAVAL STORES** on **WEDNESDAY, 30th inst.**

TERMS OF SALE:—As Customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 22nd October, 1901. [2689]

PUBLIC AUCTION.

THE Undersigned have received instructions from **J. P. GOTTAM, Esq.,** to sell by Public Auction,

on

TUESDAY, the 29th OCTOBER, at 2.30 P.M., within his Residence, No. 12, KNUISFORD TERRACE, Kowloon.

HOUSEHOLD FURNITURE,

Comprising:—

HALL FURNITURE, BLACKWOOD TABLES, STOOLS, DRAWING-ROOM FURNITURE, CURIOS, ENGRAVINGS

(Famous Racing Pictures, Donkey Year, "First Past the Post"), **TRANSPONDING PIANO,** by Robinson & Co., nearly new;

OVERMANTLES, SIDEBOARDS, DINNER WAGGONS, GLASS WARE, CUTLERY, ELECTRO-PLATED FORKS, CROCKERY, CROWN DERBY DINNER SERVICES, TEA & COFFEE SETS, BED-STEADS, BEDDING, WARDROBES, DRESSING TABLES, CARPETS, RUGS, CHEVAL GLASS, CRETONES, and BATHROOM GEAR;

Also
KITCHEN REQUISITES, STORES, &c., and a Fine Lot of PALMS, POTS and PLANTS.

TERMS:—As Customary.

Catalogues will be issued.

For Further Particulars, apply to the Auctioneers.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 22nd October, 1901. [2690]

SIENTING.

SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1901. [2405]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$23 per Share for the year 1900, equivalent to 48% on Paid-up Capital of \$50 per Share, has been declared.

Warrants will be issued on the 11th October.

By Order of the Board.

W. J. SAUNDERS,

Secretary.

Hongkong, 10th October, 1901. [2590]

CHINA TRADERS INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on **TUESDAY,** the 12th proximo, at **TWELVE O'CLOCK NOON,** for the purpose of Presenting the Report of the Directors and Statements of Accounts to the 30th April last, and of declaring Dividends.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 30th instant to the 12th proximo, both days inclusive.

By Order of the Board of Directors.

W. H. RAY,

Secretary.

Hongkong, 21st October, 1901. [2681]

THE PUNJON MINING COMPANY, LIMITED.

CONSEQUENT upon the new and satisfactory developments at the Mines and

Accessories in the immediate future, the

Directors have resolved to make the final Call of One Dollar per share; and accordingly:—

NOTICE IS HEREBY GIVEN that at a

MEETING of the Board of Directors of the

Company, held at the Company's Office, No. 13, Beaconsfield Arcade, Victoria, Hongkong,

on **MONDAY, the 14th OCTOBER, 1901,** the

following Resolution was passed:—

That the final CALL of **ONE DOLLAR**

per SHARE upon all the Holders of

Ordinary Shares in the above Company

in respect of all the Shares held by them

in the above Company be and the same is

hereby made. Such Calls to be paid to

the Company at their Bankers, the

HONGKONG AND SHANGHAI BANKING

CORPORATION, at their Premises, Queen's

Road Central, Victoria, Hongkong, on

or before the 15th day of November, 1901.

And **NOTICE IS ALSO GIVEN** that in

accordance with Article 34 of the Company's

Articles of Association, Interest will be charged

as from the said 15th day of November, 1901,

at the rate of 10 per centum per annum, upon

all Calls remaining unpaid after the said 15th

day of November, 1901, up to the actual dates

of payment of the same.

Shareholders are particularly requested to

note that upon presentation at the Office of

the Company of the Bankers' Receipt for

payment of the Call, together with the

Certificate of the Shares in respect of which

the Call has been paid, an endorsement to

that effect will be made upon the Certificate.

By Order of the Board of Directors.

W. H. GASKELL,

Secretary.

Hongkong, 15th October, 1901. [2623]

FOR SALE.

THE WALTER "KISMET," Winner of

the Maiden Stakes and Derby, Hongkong

Meeting, 1901.

Apply to—

J. W. KEW,

No. 23, Des Voeux Road.

Hongkong, 19th September, 1901. 2383

NOTICE.

THE Undersigned carry in Stock an

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, 3, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Pier.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	BRUNAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	To-day, at Noon.
LONDON	CAICIAS	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 29th inst.
LONDON	NESTOR	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 2nd November, at Noon.
LONDON	MACHAON	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 12th November.
LONDON	ACHILLE	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 26th November.
LONDON & ANTWERP via MARSEILLES, &c.	AWA MARU	Jap. str.	2 m.	R. Trent	BUTTERFIELD & SWIRE	On 10th December.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.	R. Trent	BUTTERFIELD & SWIRE	On 1st Nov., at Daylight.
LIVERPOOL DIRECT	IXION	Brit. str.	2 m.	R. Trent	BUTTERFIELD & SWIRE	On 15th November.
MARSEILLES, &c., via PORTS OF CALL	SALAZAR	Ger. str.	2 m.	Anbert	MESSAGERIES MARITIMES	On 4th Nov., at 1 p.m.
UREMEN, via PORTS OF CALL	SACHSEN	Ger. str.	2 m.	W. Franke	MELCHERS & CO.	On 31st inst., at Noon.
HAVRE & HAMBURG	BAHREIN	Ger. str.	2 m.	Zurbouen	HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	2 m.	Foerck	HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.	Zacharine	HAMBURG-AMERIKA LINIE	On 30th November.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borck	HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	SERHA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 28th December.
HAVRE & HAMBURG	NORNBURG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 6th January, 1902.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 13th January, 1902.
NEW YORK via PORTS & SUEZ CANAL	SATSUMA	Brit. str.	2 m.	Dodwell & Co. Limited	DODWELL & CO. LIMITED	On 24th inst.
NEW YORK	MANUEL LLAGUNO	Ger. ship.	1 m.	Sherman, Tones & Co.	SHERMAN, TONES & CO.	On or about 25th inst.
NEW YORK	CLAVERING	Brit. str.	1 m.	Sherman, Tones & Co.	SHERMAN, TONES & CO.	On 12th November.
NEW YORK via SUEZ CANAL	ADANA	Brit. str.	2 m.	E. Beetham, R.N.R.	CANADIAN PACIFIC R. CO.	On 5th November.
VANCOUVER via SHANGHAI, &c.	EMPIRE OF INDIA	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 20th Nov., at Noon.
VANCOUVER via SHANGHAI, &c.	GIESSE	Brit. str.	2 m.	W. Frakes	DODWELL & CO. LIMITED	On 1st November.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	ODPAC	Brit. str.	2 m.	J. Barber	JARDINE, MATHESON & CO.	Quick despatch.
SAN FRANCISCO via SHANGHAI, &c.	NIPPON MARU	Jap. str.	2 m.	O. & S. S. Co.	O. & S. S. CO.	On 29th inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	STATHYLE	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 30th November.
SAN DIEGO, &c., via MOJI, &c.	CHANGSHA	Brit. str.	2 m.	DODWELL & CO. LIMITED	DODWELL & CO. LIMITED	On 10th November.
AUSTRALIAN PORTS	KURDISTAN	Brit. str.	2 m.	D. G. Gregor, R.N.R.	P. & O. S. N. Co.	On 29th inst.
YOKOHAMA & KOBE	BORENE	Brit. str.	2 m.	R. T. Cook, R.N.R.	BUTTERFIELD & SWIRE	On or about 1st November.
YOKOHAMA via SHANGHAI & KOBE	KYWAYANG	Brit. str.	2 m.	Eichbaum	P. & O. S. N. Co.	On or about 26th inst.
TIEN-TSIN	PARKANATA	Brit. str.	2 m.	G.W. Cockman, R.N.R.	SIEMSEN & CO.	On 23rd inst., at 5 p.m.
SHANGHAI	FLANDRIA	Ger. str.	2 m.	G.W. Cockman, R.N.R.	P. & O. S. N. Co.	To-morrow, at Daylight.
SHANGHAI & HANKOW DIRECT	MAZAGON	Brit. str.	2 m.	G.W. Cockman, R.N.R.	BUTTERFIELD & SWIRE	On 23rd inst.
SHANGHAI	WOONSO	Brit. str.	2 m.	G.W. Cockman, R.N.R.	BUTTERFIELD & SWIRE	On 23rd inst.
NINGPO & SHANGHAI	MAIDZURU MARU	Jap. str.	1 m.	K. Suzuki	NETSU BUSSAN KAISHA	On 30th inst.
ANPUNG via SWATOW & AMOY	ANPUNG MARU	Jap. str.	1 m.	S. Atsumi	NETSU BUSSAN KAISHA	On 6th Nov., at Daylight.
KOONCHOW via SWATOW & AMOY	DAIJIN MARU	Jap. str.	1 m.	T. Ogata	NETSU BUSSAN KAISHA	To-morrow.
TAMUI via SWATOW & AMOY	ESMERALDA	Brit. str.	2 m.	McGinty	BUTTERFIELD & SWIRE	Today, at 4 p.m.
MANILA via AMOY	CHANGSHA	Brit. str.	2 m.	McGinty	BUTTERFIELD & SWIRE	On 10th November.
MANILA	SUISAN	Brit. str.	2 m.	Todd	JARDINE, MATHESON & CO.	To-day, at 2 p.m.
SINGAPORE, PENANG & CALCUTTA	MAGAN	Brit. str.	2 m.	G.W. Cockman, R.N.R.	P. & O. S. N. Co.	On or about 13th November.
SINGAPORE & BOMBAY	MAGAN	Brit. str.	2 m.	G.W. Cockman, R.N.R.	P. & O. S. N. Co.	On or about 13th November.

SHIPPING.

ARRIVALS.
Oct. 24, HIGHLANDER, British str., 1,140, W. Dawson, Singapore 14th Oct., Sagar, Orders.
Oct. 25, DAIJIN MARU, Japanese str., 900, T. Ogata, Amoy 21st October, General, M. B. Kaisha.
Oct. 25, DIPLO, British cruiser, 5,600, Tilhard, from Yokohama.
Oct. 25, ELBA, German str., 1,702, Schenwandt, Hongkong 24th Oct., Coal, SHERMAN, TONES & CO.
Oct. 25, FREIGHT, British str., 180, Gordon, Canton 24th October, General, CHINESE.
Oct. 25, MACHAON, British str., 1,276, R. C. Thompson, Singapore 14th Oct., General, BUTTERFIELD & SWIRE.
Oct. 25, NIPPON MARU, Jap. str., 3,457, W. W. Green, San Francisco 27th Sept., Honolulu 4th Oct., Yokohama 17th, Kobe 18th, Nagasaki 20th and Shanghai 23rd, Mails and General, TOYO KISEN KAISHA.
Oct. 25, STATHYLE, British str., 3,254, J. B. Gordon, Manila 21st Oct., BUTTERFIELD & SWIRE.
Oct. 25, TORDENSEFOLD, Norse str., 738, N. Hansen, Surabaya 14th Oct., Sugar and Cotton, SHERMAN, TONES & CO.
Oct. 25, TAIKIAN, British str., 1,222, E. Stodd, Bangkok 17th October, Rice, BRADLEY & CO.
Oct. 25, THIA, German str., 363, Oberich, Canton 24th Oct., General, JENSEN & CO.
Oct. 25, WENT, British steamer, 1,250, Robt, Canton 24th Oct., General, BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office, 25th October.
Ailsa Craig, British str., for Moji.
Bygdø, Norwegian str., for Singapore.
Chuyang, British str., for Swatow.
Highlander, British str., for Kobe.
Jacob Diederichsen, German str., for Pakhoi.
Kagoshima Maru, Japanese str., for Singapore.
Penbrookshire, British str., for Shanghai.
Perla, British str., for Manila.
Yonaka Maru, Japanese str., for Manila.
Waka, British str., for Shanghai.
DEPARTURES.
24th October.
STYX, French cruiser, for Canton.
25th October.
Ailsa Craig, British str., for Moji.
ANPUNG MARU, Japanese str., for Swatow.
Bygdø, Norwegian str., for Singapore.
CHINA, German str., for Saigon.
CHUYANG, British str., for Shanghai.
HIZACHI MARU, Japanese str., for Kobe.
HONGKONG, British str., for Amoy.
KALGAN, British str., for Shanghai.
KAGOSHIMA MARU, Japanese str., for Bombay.
NESS, British str., for Moji.
PEMBROKESHIRE, British str., for Shanghai.
PERLA, British str., for Manila.
TWEDES, British str., for Swatow.
YAWATA MARU, Jap. str., for Australia.

VESSELS IN DOCK.

25th October.
ABERDEEN DOCKS.—Pentarth.
KOWLOON DOCKS.—Canton River, Elcano, Cebu, H.M.S. Argonaut, Teinun, H. J. Albrecht, Koonfeng, Teinun, Chongfa, Hans, Maxwell, COMMODORIAN DOCK.—Doric, Kurdistani.

VESSELS ON THE BERTH

FOR NEW YORK.

THE 3/3 A II American Ship
"MANUEL LLAGUNO"
will load during October, sailing about 25th October.
For Freight, apply to
SHERMAN, TONES & CO.
Hongkong, 11th July, 1901. [175]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI AND HANKOW DIRECT
(Taking Cargo at through rates to Tsinotau and CHINKIANG).
THE Steamship

"FLANDRIA"
Captain Eichbaum, will be despatched for the above ports on MONDAY, the 28th inst., at 5 p.m.
This steamer has superior accommodation for First Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO., Agents.
Hongkong, 24th October, 1901. [2717]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERIAN, GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL"
Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 26th October, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
H. A. KITCHIE,
Superintendent.
Hongkong, 14th October, 1901. [1]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA
THE Company's Steamship
"SUISANG"
Captain Tadd will be despatched as above TO-DAY, the 26th inst., at 2 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 24th October, 1901. [2708]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.
THE Company's Steamship
"ESMERALDA"
Captain McGinty, will be despatched for the above ports TO-DAY, the 26th inst., at 4 p.m.
This steamer has superior accommodation for Passengers and is fitted with the Electric Light.
For Freight or Passage, apply to
SHERMAN, TONES & CO., General Managers.
Hongkong, 25th October, 1901. [2723]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.
THE Company's Steamship
"DAIJIN MARU"
Captain T. Ogata, will be despatched for the above ports TO-MORROW, the 27th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 21st October, 1901. [17]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"SATSUMA" ... On 28th October.
"RICHMOND CASTLE" ... On 15th November.
"KURDISTAN" ... On 30th November.
"LENNOK" ... On 15th December.
"ORONSAY" ... On 31st December.
"HILLGLEN" ...
"LOWTHER CASTLE" ...
For Freight and further information, apply to
DODWELL & CO. LTD., Agents.
Hongkong, 26th October, 1901. [1739]

FOR YOKOHAMA AND KOBE.

THE Steamship
"KURDISTAN"
will be despatched for the above ports on TUESDAY, the 26th inst.
For Freight and further information, apply to
DODWELL & CO. LTD., Agents.
Hongkong, 25th October, 1901. [2722]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 12 knots.

SAYING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

"TARTAR" 4,425 Tons, Comdr. E. Beetham, R.N.R., WEDNESDAY, 6th Nov. 1901
"EMPERESS OF INDIA" Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 29th Nov. 1901
"ATHENIAN" 3,883 Tons, Capt. H. Mowatt, WEDNESDAY, 4th Dec. 1901
"EMPERESS OF JAPAN" Comdr. H. Pybus, R.N.R., WEDNESDAY, 18th Dec. 1901
"EMPERESS OF CHINA" Comdr. R. Archibald, R.N.R., WEDNESDAY, 15th Jan. 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent from the PACIFIC to the ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 1st October, 1901.

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
GLENOCLE	3,750	W. Frakes	November 1st
CLAVERING	4,325	J. Barker	November 14th
BRANAB	3,661	W. Watt	November 26th
WYFIELD	3,235	G. Cartner	December 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR AND EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG to LONDON, 452.
Excellent accommodation. First-class Table. Doctor and Stewardess carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, 249.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK and the GRAND CANYON OF THE COLORADO.

The best route to the KODIACK GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYRA and St. MICHAEL.

Rates of Passage to other Points on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED, General Agents.

Hongkong, 2nd October, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STRAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	DESTINATIONS.	SAILING DATES.
SACHSEN	THURSDAY	31st October.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	13th November.
BAYERN	WEDNESDAY	27th November.
STUTTGART	WEDNESDAY	11th December.
KONIG ALBERT	WEDNESDAY	25th December.
PRINZESS HELENE	WEDNESDAY	8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY	22nd Jan., 1902.
PREUSSEN	WEDNESDAY	5th Feb., 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	19th Feb., 1902.
SACHSEN	WEDNESDAY	6th Mar., 1902.

ON THURSDAY, the 31st day of October, 1901, at Noon, the Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, Captain W. Franke, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 29th October, Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 30th October, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 30th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than 82.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 17th October, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
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AWA MARU ... LONDON and ANTWERP, via MARSEILLES, SINGAPORE, PENANG, COLOMBO & PORT SAID ... FRIDAY, 1st November, at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager

Hongkong, 23rd October, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SINGAPORE, PENANG AND CALCUTTA
THE Company's Steamship
"SUISANG"
Captain Tadd will be despatched as above TO-DAY, the 26th inst., at 2 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 24th October, 1901. [2708]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.
THE Company's Steamship
"ESMERALDA"
Captain McGinty, will be despatched for the above ports TO-DAY, the 26th inst., at 4 p.m.
This steamer has superior accommodation for Passengers and is fitted with the Electric Light.
For Freight or Passage, apply to
SHERMAN, TONES & CO., General Managers.
Hongkong, 25th October, 1901. [2723]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.
THE Company's Steamship
"DAIJIN MARU"
Captain T. Ogata, will be despatched for the above ports TO-MORROW, the 27th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 21st October, 1901. [17]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"SATSUMA" ... On 28th October.
"RICHMOND CASTLE" ... On 15th November.
"KURDISTAN" ... On 30th November.
"LENNOK" ... On 15th December.
"ORONSAY" ... On 31st December.
"HILLGLEN" ...
"LOWTHER CASTLE" ...
For Freight and further information, apply to
DODWELL & CO. LTD., Agents.
Hongkong, 26th October, 1901. [1739]

FOR YOKOHAMA AND KOBE.

THE Steamship
"KURDISTAN"
will be despatched for the above ports on TUESDAY, the 26th inst.
For Freight and further information, apply to
DODWELL & CO. LTD., Agents.
Hongkong, 25th October, 1901. [2722]

THE 3/3 A II American Ship
"MANUEL LLAGUNO"
will load during October, sailing about 25th October.
For Freight, apply to
SHERMAN, TONES & CO.
Hongkong, 11th July, 1901. [175]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI AND HANKOW DIRECT
(Taking Cargo at through rates to Tsinotau and CHINKIANG).
THE Steamship

"FLANDRIA"
Captain Eichbaum, will be despatched for the above ports on MONDAY, the 28th inst

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	STEAMERS	TO
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th October.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 6th November.	
GLASGOW and LIVERPOOL	"GLAUCUS"	On 15th November.	
GLASGOW and LIVERPOOL	"IXION"	On 21st Novem.	
FOR	HOMWARDS.	STEAMERS	TO
LONDON	"NESTOR"	On 12th November.	
LONDON	"MACHAON"	On 26th November.	
LONDON	"ACHILLES"	On 10th December.	
LIVERPOOL Direct	"DARDANUS"	On 15th November.	
(Taking Cargo at London Rates)			
LIVERPOOL Direct	"IXION"	On 15th December.	
(Taking Cargo at London Rates)			

The S.S. "PROMETHEUS" left Singapore for this port on the 20th inst., and may be expected here on the 28th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 21st October, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO
NINGPO and SHANGHAI	"WOOSUNG"	On 28th October.
TIENTSIN	"KWEIYANG"	On 9th November.
MANILA	"CHANGSHA"	On 10th November.
PORT DARWIN	"CHANGSHA"	On 10th November.
ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE		

The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st October, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "STRATHGYLE" On 30th October.
S.S. "KVAEREN" On 1st December.
S.S. "THYEA" On 20th December.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via HONOLULU, KOBÉ, YOKOHAMA and HAKODATE, on WEDNESDAY, the 30th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

* NOTE.—This steamer will also call at HAKODATE on her way from Yokohama to San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 24th October, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.), SEATTLE AND
TACOMA.

THE Steamship
"OOPACK"

3,383 Tons, Commander J. Barber, is due here on 4th November, and will have quick despatch.

For Rates of Freight and Further Particulars, apply to

JARDINE, MATHESON & CO.,
Agents,
Hongkong, 23rd October, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ADANA"

will be despatched for the above port on or about 5th November, 1901.

To be followed by the Steamship
"ASAMA"

on or about 15th December, 1901.

For Freight, apply to
SHEWAN, TOMES & CO.,
Hongkong, 21st October, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOH VIA SWATOW AND AMOY.

THE Company's Steamship
"ANPING MARU"

Captain S. Aitani, will be despatched for the above ports on WEDNESDAY, the 6th November, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents,
Hongkong, 23rd October, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu)

TUESDAY, Nov. 5,
1901, at NOON.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu)

THURSDAY, Nov. 28,
1901, at NOON.

HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu)

SATURDAY, Dec. 21,
1901, at NOON.

THE Twin-Screw Steamship
"NIPPON MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 5th November, 1901, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. some day, all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEO. ECKLEY,
Acting Agent,
Hongkong, 14th October, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Robt. M. SLOMAN & Co., HAMBURG.)

FOR NEW YORK.

THE full-powered Steamship

"CLAUDE"

will be despatched for the above port on the 15th November.

For Freight, apply to

CARLOWITZ & CO.,
Agents,
Hongkong, 15th October, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY,	29th October, at Noon.
"PERU"	TUESDAY,	12th November, at Noon.
"COPTIC"	WEDNESDAY,	20th November, at Noon.
"CITY OF PEKING"	SATURDAY,	7th December, at Noon.
"GABLO"	SATURDAY,	14th December, at Noon.
"CHINA"	TUESDAY,	31st December, at Noon.

THE O. & O. S.S. Co.'s Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th October, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (ex-shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 19th October, 1901.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 4th November, 1901, at 1 p.m., the Company's Steamship "SALAZAR," Captain Aubert, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S.S. "Amiral Dupleix," which vessel takes on her Passengers and Mails leaving that port on the 16th November direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 3rd November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

P. DE CHAMPORIN,
Acting Agent.

Hongkong, 23rd October, 1901.

HONGKONG.

FRANCAIS.

Bengal, British str., 2,751, Valentini, Oct. 24, P. & O. S. N. Co.

Coba, Amr. str., 648, Inohasagarri, Sept. 29, Brando & Co.

Chas. Rogier, Brit str., 1,292, Smith, Sept. 8, Japanese

Chowla, German str., 1,055, Musing, Oct. 20, Melchers & Co.

Daijin Maru, Japanese str., 900, Ogata, Oct. 25, M. B. Kaisha

Decima, German str., 794, Schalkier, Oct. 22, Siemens & Co.

Dordogne, French str., 3,723, Vedene, Oct. 18, Messageries Maritimes

Doric, British str., 4,575, Smith, Oct. 18, O. & O. S. S. Co.

Elcano, American str., 510, Altonaze, Sept. 3, Brando & Co.

Elsa, German str., 1,702, Schonwandt, Oct. 25, J. & J. & Co.

Esmeralda, British str., 936, McGinty, Oct. 20, Shewan, Tomes & Co.

Fausang, British str., 1,410, Mitchell, Oct. 24, Jardine, Matheson & Co.

Hinsang, British str., 1,536, Lake, Oct. 22, Jardine, Matheson & Co.

Kohsichang, German str., 1,291, Lensa, Oct. 23, Butterfield & Swire

Kurdistan, British str., 1,929, Todd, Oct. 24, Doddwell & Co., Limited

Machao, British str., 4,276, Thompson, Oct. 25, Butterfield & Swire

East, gunboat, 263 tons, 9 guns, 200 h.p., Lieut. Comdr. W. F. Blunt, at
Fame, torpedo-boat destroyer, 300 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong
Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut. Comdr. C. P. Beatty Pownall, at Hongkong
Glory, battleship, 12,950 tons, Captain W. A. Carter, at Weihaiwei
Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wiltz, at Kobe
Harty, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Weihaiwei
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at
Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Hongkong
Isis, cruiser, 2nd class, 3,650 tons, 11 guns, 9,600 h.p., Capt. Chas. Windham, at Hongkong
Jaques, torpedo-boat destroyer, in reserve, at Hongkong
Kishida, river gunboat, 331 tons, Lieut. Comdr. G. B. Powell, on the Yangtze
Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Bangkok
Ocean, battleship, Capt. A. J. Henniker Hughes, at Hongkong
Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burko, C.B., at Shanghai
Otter, torpedo-boat destroyer, 350 tons, Lieut. Comdr. Kaye, at Nagasaki
Phonix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Hongkong
Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. A. H. Othman, at
Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Shanghai
Plover, gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut. Comdr. Cowper, at Chefoo
Rambler, surveying-ship, 533 tons, Capt. Morris H. Smyth, at Hongkong
Redpoll, gunboat, 835 tons, 6 guns, 720 h.p., Lieut. Comdr. Chas. F. Corbett, Yangtze
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Godfrey G. Webster, West River
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, en route Weihaiwei
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Carr, on West River
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. L. W. Dalgety, at Hankow
Swift, gun-vessel, 756 tons, 6 guns, 370 h.p., in reserve, at Hongkong
Taku, torpedo-boat destroyer, 250 tons, in reserve, at Hongkong
Tallbot, cruiser, 5,600 tons, Capt. F. G. Stopford, at
Tamar, receiving ship, 4,600 tons, 6 guns, Comdr. Francis Powell, C.B., at Hongkong
Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei
Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in Reserve, at Hongkong
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. W. Q. L. Lorne, at Shanghai
Wivron, coast defence ship, armed, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong
Whiting, torpedo-boat destroyer, 330 tons, 6 guns, 5,900 h.p., Lieut. and Comdr. Mackenzie, at Shanghai

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Please address—
B. R.,
Care of Office of this Paper,
Hongkong, 23rd February, 1901.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES,
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong 3rd October, 1900.

POHOOMULL BROTHERS
57 & 59, QUEEN'S ROAD CENTRAL,
WHOLESALE AND RETAIL
IMPORTERS AND EXPORTERS.
Have for Sale,
INDIAN, Chinese and Japanese Silk Goods
for Ladies and Gentlemen, and other Articles
Oriental Embroidery, Rugs and Carpets,
Jewellery, Cashmere Shawls, Ivory, Sandalwood
and Tortoiseshell Wares, Curiosities and Fancy Goods.

INSPECTION IS SOLICITED.
Hongkong 3rd November, 1900.

A ON & CO.,
PHOTOGRAPHERS AND PORTRAIT
PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements.

39A, TOP FLOOR, QUEEN'S ROAD CENTRAL,
Opposite to Chas. J. Gump & Co
Hongkong, 20th March, 1901.

AMERICAN SYSTEM
OF
DENTISTRY

AT
No. 39, QUEEN'S ROAD CENTRAL,
CHADWICK KIEW
(LATE OF POATE & NOBLE),
Hongkong 15th September, 1899.

2945

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alicia, dispatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Kinkiang
Albion, battleship, 12,950 tons, Captain W. W. Hewett, at Amoy
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Hankow
Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Starin, Hongkong
Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Hongkong
Astraea, cruiser, 4,300 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Hongkong
Aurora, cruiser, 5,600 tons, 12 guns, 5,500 h.p., Capt. E. H. Bayly, C.B., at Weihaiwei
Barfleur, battleship, 10,600 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrender, at Weihaiwei
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Weihaiwei
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Leake, at Weihaiwei
Brighton, cruiser, 6 guns, 5,800 h.p., Comdr. Sir B. R. S. Wray, Bart., at Singapore
Brionmont, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Weihaiwei
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, at Wessing
Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. F. Tildard, at Hongkong
Eclipse, cruiser, 5,600 tons, Captain Stokes, at
Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Hongkong

ARE
WORLD
RENNED

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2535-3]

A GRAND REFRESHING DRINK.

"MONTERRAT"

(TRADE MARK)
Lime Fruit Juice
AND CORDIALS.

"MONTERRAT" LIME-FRUIT JUICE either with water or Aerated Water is a delicious thirst quencher.

THE LANCET says:—"We counsel the public to drink Lime-Fruit Juice wherever and whenever they list. It is a far more wholesome drink than any form of Alcohol."

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